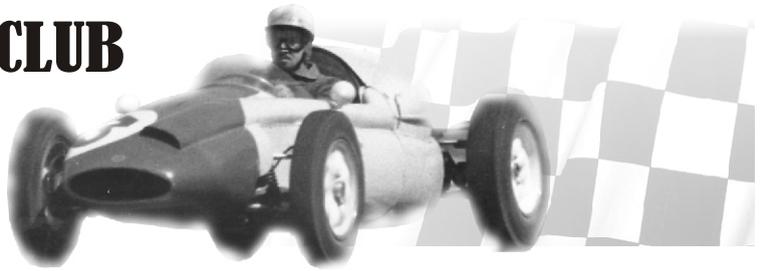


# SOUTHLAND SPORTS CAR CLUB NEWS LETTER

May 2010



## The Pre Race Brief

Giddy All,

I bid you all welcome to January, February, March newsletter. I apologize to all the loyal members who have been sitting there scanning their mail boxes, getting up poor Allan Smellie about the state of the mail deliver system and writing numerous letters to the editor about the offshore supplied, follicle acid flavored flour content, in the batter surrounding the hotdogs sold by the lovely ladies in the tucker shop.

Now I am not going to lower myself to the level of making excuses other than to say it was already to go until a Uzbekistan Mosad agent stole it, to use as cover while he tried to infiltrate Wendy's drivers briefing wearing a Howard Kingsford Smith mask. The true level of his machinations will never be know as he was spotted by a sharp eyed Wally, who enquired where he was going with that Lada.

In his haste to depart he thrust it into the hands of Roger Laird, who was sauntering across to the control tower. He took one look and thought it was a Sudoku puzzle. This would keep him entertained till the grid formed up. Once carted up to the holy land it was grabbed by Wayne to mop his fevered brow, as he vowed vengeance and wrath on a poor unfortunate soul who was caught eating an unlicenced gingernut, that had been banned by MSNZ, because no one had removed the ginger from it (unlike the ones from Queenstown. All the while drifting round the Esses spilling his tea willy nilly.

In seeing this Sharon, quickly jumping on board the Save the Climate and Clogs campaign. Passed it through to Roger Cunningham to recycle. While he was desperately trying to take notes of a Ford Prefect Zodiac Mustang Ka painted hot pink with chartreuse trims. Which was burbling past with an accompanying trail of smoke and the sound of the boom box thumping out tunes from Dwight Yokham's Love Song Anthology. In his excitement, he opened the window to cool his ardor, when suddenly a gust of wind caught the afore mentioned document, and it fluttered to the ground. This then was scooped up by an ever vigilant Dutch who used it to wrap his lammingtons in. In order to stop them burning, when he tied them to the exhaust manifold of his tractor, so they where all nice and toastie for smoko. After eating his fill he passed his remaining food to the track manger who promptly gobbled it up with gusto and while wiping the crumbs and coconut off his tie drew a cunning intervention strategy for what to do in event of a rabbit chewing through two supports of the Starters Stand.

This was passed on to Darcy who was suitably impressed with the thoroughness of the report and decided it needed further consideration. So he fired up his tractor and bolted for the track maintenance, first response 4, left right out 5 brains trust, where Clive Campbell declared it a work of g genius and sent it to the pointy museum for authentication. There it resided on display beside the worlds fastest Indian, and young Henry the Tuatara Till spotted by the eagle eyed editor as he strolled the hallowed halls while researching heady facts about the contents of the pie warmer in the café for the next issue. Luckily I managed to strike a deal with the curator so here it is in all its glory

Please enjoy

The Teretonga Tattler

## Race Programme

### 1. Reports

- Presidents
- Race Committee
- Club Sport

### 2. Gossip from the Grid

- Control Tower
- Bluff Hill Cimb
- The big OE (A Southern Assault on Hampton Downs & Pukekohe
- OSCA Daze

### 3. Park Ferme

- Quiz
- Off Track Trader
- Advertising

### 4. Up and Coming Events

*Captured on Castrol*



"Now this worked for the Yanks in Desert Storm"  
December Meeting 2007

# REPORTS

## Presidents Report

To all Club Members, Volunteers, Sponsors, Norma and Dave – a big thank you for a huge effort at our two largest race meetings. We should all be extremely proud of our Teretonga Park Circuit which was looking superb for both events.

We are very busy with our new projects at a critical stage. Wayne Shieffelbein and myself have now presented our Control Tower proposal to our funders and now await their decisions which will then allow us hopefully, to proceed to the next stage of presenting to the Club for approval.

We are currently working on a new Resource Consent for our Spectator Banks. The existing one, which the late Keith Douglas put in place, is due to expire in October. I think there is no doubt about the huge improvement to viewing from this new bank and look forward to more banking at other parts of the track as fill becomes available.

I have been appointed to a Safety & Training Commission with Motorsport New Zealand to look at these areas and hopefully introduce a more modern training and qualification system to our sport. It is a huge job but could bring our Officials and Volunteers some good opportunities to work in our sport in the future.

This will be a shorter year with the change to our financial year now being 30<sup>th</sup> April as passed at the last AGM. This means that our Annual General Meeting this year will be held on Monday 5<sup>th</sup> July 2010 and should allow for better timing of the SSCC Prize Giving and also for installing any new Executive Members prior to next season.

Having recently raced at the new Hampton Downs Track with Steve Heffernan and Wal Willmott, I would have to say it is a great track with blind brows, great elevation, interesting drops and a beautiful smooth black top and when completed will be fantastic. And yes our Teretonga shirts looked great at this event – they seemed to be everywhere. It would be nice in the future to re-look at more polo's as there seems to be some interest.

**Noel Atley**

## Race Committee

As we are nearing the end of the 2009-2010 Season maybe it is time to reflect on all the support our club receives from numerous businesses throughout Southland. I think we must be one of the luckiest car clubs in the country with all the equipment we are given to help our meetings run smoothly.

Ever wondered where the tractors come from ... Southland Tractors. What about the 4 wheel motorbikes ... Southland Honda & Suzuki South; or the Trucks with Lifting Gear ... Purdue Bros. Did you know that not only do we get the Sweeper Trucks from Fulton Hogan but they also paint the white lines on the track. Septic Tank cleaning, water supply and Waste oil collection is from EnviroSouth. What about the Skip Bins that magically appear ... Southern Transport. These are just a few of our "helpers" and there are many, many more and on behalf of the Teretonga Race Committee, I thank you all.

### **December Race Meeting**

The December Race Meeting was held in fine conditions. It was a very busy day as there were six invited registers as well as Clubmans. We combined Pro 7 and Super 6 as they were both a bit light on competitors, but there was still some great racing. Also combining this weekend were the South Island Formula Fords with our own Sports & Racing Cars. There were some fierce tussles in this class and it is so good to see so many locals running in this class. The OSCA class was once again great to see at Teretonga Park. People do like to see the big fast cars. The Pre 65 class also put on a good show even though their numbers were down a little. Sports Saloons are another class that struggled with numbers but they are still a good, quick class. Clubmans, once again, put on a good showing. We have some great cars competing which we really appreciate. This was by far the busiest meeting of the season so far.

At the conclusion of the days racing we had a free BBQ for all competitors and marshalls which was very well supported.

### **Marshalls Training Evening**

This was held on Tuesday 8<sup>th</sup> December 2009 at Teretonga with the Invercargill Volunteer Fire Brigade. About 30 Marshalls attended and most of the volunteer firemen came and taught us how to put out a fire in a car (kindly donated by Invercargill PartsWorld) with different types of fire extinguishers. Everyone was able to have a go which was great as some people had never held a fire extinguisher before, let alone set one off. I'm sure all the marshalls present learnt something. We would like to thank the Fire Brigade for their time to teach us the basics.

## **January Race Meeting**

What can be said about the January Race Meeting when Summer decides to arrive. Dave Holland (our Caretaker) along with his band of helpers had great week weather wise to prepare for our major event of the year. We only had to have one working bee on the Wednesday night prior to prepare fence lines etc for the weekend.

As usual it is a full on weekend which basically started on the Friday before when a crew of guys arrived to start setting up marquees for some of the teams. Unfortunately it was not the best weekend weather wise to start but by the time the other marquee companies arrived on Monday the sun was shining. These guys work really hard to have everything ready by the Thursday morning when the bulk of the teams start arriving. On the Wednesday afternoon three of the International Toyota drivers tested for the first time as this was their first round of the season. On the Thursday Toyota, Formula Ford and Production Racing/Minis were able to test so we had a small crew of officials helping to make it work. On the Thursday night we held a Marshall's Evening with Guest Speakers and Prizes including a major prize of a ride in a Porsche GT3. It was a great turnout of Marshalls with approximately 70 attending. We were treated to three segments of speakers starting with Bob McMurray, Earl Bamber and Sten Pentus talking about the Toyota Racing Series and single seater racing in general. Following them we had our own Damon Leitch talking about his racing career from Karting to Formula Ford. Our final speaker was not a driver but the co-ordinator of the NZV8's – Dave Slater. He was also very interesting telling us about how the V8's company works and giving an insight into the behind the scenes stuff that we don't normally hear about.

After the speakers we drew out the winning ticket for the Porsche hot lap. This was won by Flag Marshall Paul Connell. When then drew out all the raffles and everyone went home with a prize. At the conclusion of the evening supper was provided.

Thanks to all the Sponsors of the evening and to Shane Crosbie who donated goods that were auctioned in July with the money going towards a Marshalls Evening.

On the Friday we had a full days testing except for the V8's, which went very well. It was just like a race day with a full timetable. At the end of testing there were Porsche and Production Racing rides for their sponsors and media etc.

On Saturday morning there was testing for the V8's as well as qualifying for all other classes. During the lunch break there were media/sponsor rides in V8's, plus the stunt utes went out as well. In the afternoon racing was held in all classes except the V8's who had qualifying and top ten shootout.

Sunday brought a full days racing which went off really well. The fine weather made for a great weekend of top motor racing.

A big thanks goes to all Officials/Marshals who helped make the weekend a success it was. Thanks must also go to The Motorsport Company for all their help as well.

## **Speedfest**

This was held over the weekend 20-21 February in fine conditions (a great contrast from last year). With a new sponsor (Rick & Fiona Michels of Evolution Motorsport) on board there were a few changes during the weekend. On Friday afternoon we held the usual testing and followed that with an informal get-together in the Scrutineering Shed. In the competitor packs all competitors received a bottle of labelled wine and a chocolate fish which is all in the spirit of Classic Racing. On Saturday morning the racing commenced for the weekend with a full two days racing.

On Saturday night a meal was served in the Clubrooms followed by an informal prize giving. There were some awesome cars competing and some great racing.

Thanks to all competitors and marshals who helped make for a successful weekend.

## **March Race Meeting**

What a pity for the last meeting of the season the weather decided it had to rain. Unfortunately a few cars were unable to compete because they only had slick tyres, but there were still some close battles on the track. We had a small group of South Island Formula Fords plus our own Sports & Racing Cars but some of the racing was very close. The Super 6's put on a good show even though there were only 7 cars but they race close together which makes it interesting. In the final round of the Clubmans there was some very close racing in some of the classes.



All in all it has been a great season of Motorsport at Teretonga, considering the economic situation. I would like to thank all competitors in all classes for competing this season.

I would also like to thank all the Marshalls for their help, as without you we could not run the great meetings that we do.

Thanks must also go to all sponsors who support our Circuit and our Racing at Teretonga Park. We are indebted to you as sponsors.

Finally I must thank the Race Committee for all their hard work throughout the season. We have a really great team and work well together. Special thanks to Secretary Norma for all her help throughout the season and to Caretaker Dave for have the circuit looking awesome for all our meetings.

This will probably be my final report as I am stepping down as Race Chairman after all these years. I have really enjoyed my time and have met some great people.

**Wendy Jenks**  
**Race Committee Chairperson**



## **All Current Trophy Holders Please Note**

As mentioned later in this newsletter the clubs AGM is planned for Monday The 5<sup>th</sup> of July 2010. So if you are a current trophy holder, can you please make sure they are returned to our office a couple of weeks before. So we can present them in all their glory to this year's winners.

We'll even mention you in dispatches if you want to give them, a spit and polish first.

Thanks.

PS If you are unable to deliver them could you give Norma in our Pitt Office a bell and she will arrange to have them collected.

### **Club Sport**

The Club Sport scene is going well with keen competition from the drivers involved. Robert Ralston and Nick Hamlin (aided and abetted by a few kind helpers) have really grabbed these events by the short and curly's and given them a jolly good twist. They follow the philosophy that basic Club Sport is where it all starts. So are looking to really push and grow these exciting, challenging and affordable fun events. After putting their collective heads together with a long deliberation, and evil machination, design a variety of different challenges. These more than test the abilities and skills of the competitors.

The other benefit of competing in these events is that all the points also count for not only the Club Sport trophy, but the overall club champion. If you want to check these points out follow the links from the web site for up dated results.

The one thing they asked me to ram home in this article is that it is just as easy to run an event for 30 competitors as it is for 10. Not to mention it's a damn site more satisfying for those involved. They really would welcome an increase in numbers to make it all worth while and see this sport grow.

Next time you see one of these events advertised pop on down for a look and you will be surprised. Especially if you haven't run for a while, are looking at making an affordable entry into motor sport, don't want to go to the expense of a seasons circuit racing, or just want to test or improve your driving / car handling skills.

For more details, reg's, spec's etc either contact Robert, Nick, or Norma via the Pitt Office.

# GOSSIP FROM THE GRID

## CONTROL TOWER "CONCEPT"

Following on from Noel's "Presidents Report" here is an update of what is happening in regards to our control tower. Hopefully this will refresh the memory of the members in the know, and inform those that don't.

As I'm sure most of you are aware, our current control tower is knackered and beginning to fall into the health and safety risk category. This means we are obliged as a responsible club to do something about it. The executive formed a committee to look at this and found that it is beyond the point of repair. So it has gone down the path, of looking at the construction of a completely new one. This obviously will cost more than the proceeds of a couple of Wendy's scratchy raffles. So we have had to seek the assistance of some helpful local funders. In order to apply for this money we needed to present them with a basic design and drawings of the proposed Control Tower. As we didn't want to spend thousands of dollars of club money on actual drawings we enlisted the help of Adam Kennedy to draw up "Conceptual Plans". Many thanks must to Adam for all his time and effort at very little cost to the Club. Noel Atley and Wayne Shieffelbein made the presentation to the two funders and by all accounts they did an extremely professional



job. At this stage we have have been approved funding of \$500,000 from the ILT Foundation and \$350,000 from the Community Trust of Southland which is fantastic. However, there is a shortfall of \$150,000 which we are currently in the process of applying to a third funder for. This apparently is fairly common practise. From here the intention is to turn this concept into a reality with professional drawings being done, off which contractors can price off and eventually be awarded the tender to build. Before this can happen though, it must pass the scrutiny of Neil and his team on the Board of Control, (which has happened while the newsletter was going to print). Finally when we have something tangible to look at it'll then be taken to you the members for the green light at the AGM.

This photo above gives an idea of what the new Control Tower may look like. It is proposed (funding allowing) that it will have 4 floors (with proper Stairs, not a rickety ladder and trapdoors). The bottom will be mainly office space, toilets and admin. Next up clubrooms and hospitality, third timekeeping and media. With the top floor being reserved for "Those Who Must Be Obeyed" in Race Control.

As stated at this stage nothing is set in concrete and the executive would welcome any feed back, or ideas you have on this matter. Feel free to contact the lovely Norma in our office, Noel Atley our president, or one of the friendly executive members and we will pass these on. I urge all of you if possible to attend the AGM on Monday the 5<sup>th</sup> of July where we will hopefully have the final drawings ready to go. This will enable you to vote on something tangible, and be part of future proofing our club, in one of the biggest projects we have undertaken for many years.

## Bluff Hill Climb

When a young kiwi joker decided to stretch his legs, and go for a stroll up a wee knob called Everest. All because he was keen to "knock the bugger off!!!" He emulated the sentiments of all the drivers that took part in the Bluff Hill Climb, held on Saturday Feb the 6<sup>th</sup> this year. This successful event was run by Gavin, Rodger and the team the Eastern Southland Car Club, well aided and abetted by members and workers of our own club.

The day dawned overcast, and despite young Jim Hickey casting dispersions on sunny Southland, it turned into a real cracker, with plenty of fluids and a half G of sun cream being the order of the day. Once the drivers sorted the positions and organised their lines the reel completion began. But enough about the fishing, the motor sport wasn't too bad either. Some quick times were recorded in the early runs, with most managing to keep all four wheels on the hill. So following the club mantra what happens on the track stays on the track, I defiantly won't mention Heff going for a jaunt into the water table (although I believe he may have spotted either a misplaced mermaid, or some of those special Bluff non fruiting tomatoes amongst the roadsideadendron's).

The afternoon sessions heated up, which left more than a few gasping like blue cod in a bucket, as the sun really climbed into gear. Unfortunately this affected the performance of the vehicles as they struggled for oxygen and traction, while the workers valiantly tried to stop the seal running down the hill to go for an afternoon dip in the tide.

In the end the event was won by Glen Frew in his Mitzy Lancer EVO3 with the fastest run of 56.99sec which sure beats walking up it. Second was Duncan Mc Crostie in another EVO, third was Phil Winter in his Impreza WRX, with fourth spot going to Steve Heffernan in the Van Dieman RF92.

For those of us lucky enough to be on a point up the hill it was a great day's entertainment, with some talented drivers giving it their all. I would thoroughly recommend coming on down next year to support this well run, fun event. Unfortunately though, this was tempered with watching just about every boat in the South Island, launch and go round to bomb up your favourite fishing spots. In reply, one keen nameless marshal, got all barred up, grabbed his gear, bait and boat then got ready for an early start on Sunday. True to form however the day arrived accompanied by 30 knot winds and 5 m swells. Don't you just love a Southland Summer!!!



## **The Big OE (A Southern Assault on Hampton Downs and Pukekohe)**

345 Single seaters, sports cars, saloons, GT cars had entered the meetings with 110 of these from overseas held over two weekends late in January. There were 10 fields, Formula Junior, F5000, Sports & Racing Cars, 70's Saloons and Gt's, Can Am, V8 Sports Cars, Formula Fords, Tasman Cars, Early Historics and Super Historics.

There were three competitors from Southland Wally Willmott, Noel Atley and myself Steve Heffernan. Evolution Motorsport provided the transport of the cars up north in a massive triple axle gooseneck. On boards was a Lotus Elan, MK 1 Lotus Cortina, an A40 Farina, BMW 2002 and two Formula Fords. Noel towed his car up. At Hampton Downs all the single seaters were offered space under cover, this proved to be a godsend as the weather played up with heavy rain late one afternoon and a breeze. The track itself is fantastic with a lot of elevation change and off camber corners.

Tony Roberts and Chris Watson have a stunning track and facilities and deserve the credit they received. The racing itself was tight, clean and everybody had someone to race against. Noel and myself qualified 4th and 5th respectively with Wally back having fun in the older group. There were 38 cars entered in the Formula Fords so things were fairly busy. It wasn't all plain sailing, I lost a plug lead in race 1 and placed 30th, Noel seized a rear wheel bearing in the last race and had a dnf. Apart from that we were both in the top 6 for all the other races. Wally was treated loyally getting a ride around the track in a McLaren 3 seater.

The formula 5000 were the stars of the weekend and after the official opening of Hampton Downs on Sunday a 15 lap race for 40 odd 5000's (minus some dnfs) was a spectacular sight and sound. A unique feature of this track is the view so the cars are visible for long periods. Kenny Smith ran away with the race not bad for a 68 year old. There were a lot of highlights and we enjoyed ribbing some Aussies from Perth.

As with any new track and such large fields the meeting had trouble running to schedule and most races dropped from 8 laps to 6 this did not distract from the meeting but a long time spent suited up and belted in vehicles. A large contingent of Southland Sports Car members made the trek up and from what we observed enjoyed the hospitality tent. The mammoth job of loading the transported was completed late on Sunday all set for Pukekohe the next week.

The weather was unsettled and thunderstorms arrived most afternoons. 3 days off and back to Auckland. Someone's spouse broke the GPS and her map reading not that shit hot so any vehicle movements around Auckland caused a degree of friction. Unloading commenced on Thursday afternoon. Practice and qualifying on Friday with racing on Saturday and Sunday. I qualified well with Noel just a tad slower, Wally mid field. Qualifying was a surprise as none of them had race there before. I had a spin on oil in the first race, Noel 9th, Steve 13th and Wal 29th. The rain arrived mid afternoon which quickly flourished into a massive thunderstorm which lasted about 2 hours. This caused the racing to be abanded for the day. Never seen rain like it, the pits were awash and tools etc had to be stacked on spare tyres which also threatened to float away, just when it looked to be clearing the big guy upstairs ent a crack of lighting into the ground closely followed by instantaneous thunder. He definitely got attention even got called by his first name.

Sunday got off to a damp start by luckily it improved as the day progressed and by 11am a dry track. 1st race Sunday I placed 8th, Noel 10th and Wal 25th, last race I placed 6th, Noel 8th and Wal 19th. Some found the track very bumpy and had to et a handle on. Everybody got quicker as the weekend went so it was pleasing. Kenny Smith ran away with the Formula 5000 again. The racing was run to schedule a lot better the only downside was putting the overseas entrants in tents by themselves so the ribbing and banter was not as evident as the week before.

Stephen Grellets Lotus Cortina was renamed the Exrxon Valdez because of the amount of oil it leaked over the cars below it on the trip home. A big thank you goes to all the Southlander's who travelled up to watch and offered support, a great time was had by all and as next year is 40 Years of Formula Ford a series is being organized to incorporate these two meetings with two in the South Island. Bruce McLaren was featured this year with Chris Amon in 2011.

Cheers Steve Heffernan

## **Oscar Daze**

Just a brief note of congratulations to Colin Dawson for once again winning the South Island OSCA Championship as well as the OSCA GT Class.

He pipped another Southland driver and Teretonga stalwart Laurie Knowler by a few points to take these titles, in abysmal conditions at Levels the other weekend.

This has been another hard fought series, with the lead swapping back and forward like the hotdog line at Teretonga Tasties Kitchen. It all came down to the last meeting at Timaru , with both our drivers barred up and ready for action. Unfortunately despite it being a cracker on Friday, the weather packed in for the racing Saturday. Colin managed to grab a few extra points by qualifying ahead of Laurie and come the first race managed firstly, to stay on the island (Quite a few didn't) and managed to finish ahead again.

He likened the racing to trying to chase Polly round the shower , wearing 3D Aviator glasses, in his dinosaur slippers while all the time humming the first three bars of Born to be wild ("Get you Motor Running....")

However enough about his personal life, luckily as conditions went from bad to ridiculous common sense prevailed and a shake of the hand saw both of our intrepid southern drivers park up though the monsoon, rather than risk destroying their cars. (This was a decision most of the other competitors in the race made as well). This then meant it was going to be all on and the title up for grabs in the last race.

Unfortunately this never eventuated as the weather settled in and racing was abandoned.

So despite the outcome of the final hurrah it had been a long and ultimately successful campaign by Colin and his crew, and I'm sure it would have been in the wee smalls that the team got to bed on Sunday Morning.

It is another great result for that team and all his loyal supporters. Plus a fine advertisement for the club, to be so successful and have such a representation in this series. It's a pity that support isn't always echoed by other clubs in events run down here.

Any way well done Dawkers, the first bourbon's on you. I know there is no way you are going to shear your new flock with any one, but I'll be checking on the state of the red bands any way. Baaa, BAAAA!!!



# Park Ferme

## The Off Track



## Trader

As part of our updated newsletter, we are going to have a Buy, Sell, and Exchange section each run. If you have anything you wish to include, fell free to contact the lovely Norma at our new pit office (Phone (03) 213 0522 or Inter web mail [info@teretonga.org.nz](mailto:info@teretonga.org.nz)

### Check out "Checka"

NZ Classic Car, NZ Performance Car and NZV8 magazines have launched a new website called Checka that allows people to check vehicle information before they purchase and we now have an affiliation account with them. If you want to check vehicle histories and get vehicle reports and help the Southland Sports Car Club earn some money along the way then go to the Links page on our website [www.teretonga.org.nz](http://www.teretonga.org.nz) and click on the Checka link.

## Your ad?

### Newsletter Advertising Available

Would you like to advertise your  
business in our newsletter?

Rates are as follows:

1/4 Page \$10.00 per issue  
1/4 Page \$60.00 per year

If you are interested, contact  
Norma on 03 2130522.

## UP & COMING EVENTS

**Sunday 13th June 2010**

Club Sport Event 8.30am - 5.00pm

**Monday 5th July 2010**

Southland Sports Car Club  
AGM 7.30pm @ the Clubrooms

**17th July 2010**

Car Trial and Supper combined  
with the Vintage Car Club  
Starts at Feldwick Gates 7.30pm  
Bring a plate for supper  
Finishes at Teretonga Park Clubrooms

**18th/19th September 2010**

Spring Endurance Series

# ***Important Notice to all SSCC Members***

## ***Southland Sports Car Club Inc Annual General Meeting***

***Will be held on***

***Monday 5th July 2010 at 7.30pm  
in the Clubrooms at Teretonga Park  
With Prize Giving to Follow***

As mentioned earlier in the Newsletter, it is vital that as many of our members attend as we will be voting on one of the biggest capital works projects we have undertaken for years. Also please find attached Nomination Forms for the Election of Executive Members for this AGM. These can also be accessed on the website.

## **Car Trial Saturday 17th July Starts 7.30pm Feldwick Gates**

**Combined with The Vintage Car Club  
Please bring \$2 per person and  
a plate for Supper**

**The Car Trial will finish at Teretonga Park  
Supper to be held in the Clubrooms**

***"A Great Night Out"***



